MARPOL Annex VI Regulation 18.2, as incorporated by reference in 40 C.F.R. § 1043.100, provides that a vessel not in compliance with the fuel oil sulfur standards will:

- "(1) present a record of the actions taken to attempt to achieve compliance; and
- (2) provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase."

Vessel's Name: Vessel's Flag: Identification Number: (IMO or other)

Voyage Plan

Port of Origin:
Port of Destination:
First U.S. Port of Arrival:

List of all port visits beginning with the Port of Origin and ending at Port of Destination:

1. Port of Origin:
2nd Port Visit:
3rd Port Visit:
4th Port Visit:
5th Port Visit:
6th Port Visit:
7th Port Visit:
8th Port Visit:
9th Port Visit:

(Insert more as needed)

Location of Vessel when notice was received it would transit the NA-ECA: Date and Time vessel is expected to enter the NA-ECA: Date and Time vessel is expected to exit the NA-ECA: Projected number of days the main propulsion engines will be operated in the NA-ECA: Sulfur Content of Fuel Oil used when entering the NA-ECA: **Sulfur Content of Fuel Oil used while operating in the NA-ECA:** A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a c description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on "inte Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non the dates on which the contact was made. Enter Text Here: VSL IS IN NEED TO RETURN TO LONGVIEW, OREGON FOR LIFTING ESSENTIAL SPARE PARTS AND PERFORM POSSIBLY RUN OUT OF LS MGO DMA (SOX MAX 0.1%)

Date and Time Vessel Received Notice it would transit the NA-ECA:

In cases of fuel oil su	apply disruption, <u>t</u>	the name of t	the port at	t which th	ie vessel v	vas sched	duled to re	eceive con	npliant fuel oil
OII.									
Enter Text Here:									
If applicable, identify a are taking, to resolve t									
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If applicable, identify and desc are taking, to resolve these op									
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Enter Text Here:									
Describe the availability of cor	npliant fuel oi	l at the fi	rst port-a	f-call in tl	ne United	States, a	nd vour plai	ns to obtain	that fuel
Enter Text Here: LS MGO DMA OWNERS WILL PLACE STEM FO	\ (SOX MAX 0.) OR THE SUPPLY	1%) IS AV Y OF IS M	AILABLE / IGO DMA	AT ASTOR (SOX MA	IA ANCHO X 0.1%) 7	DRAGE AI n/80MTS	ND LONGVI ABT UPON	EW ARRIVALAS	STORIA P/9
				. (-,			

Fuel Oil Non-Availability Report

North American Emmissions Control Area (NA-ECA)

FRIENDLY SEAS LIBERIA 9394832

(Note: This plan should reflect what is in effect at the time of the vessel's entry into the North American ECA)

PORTLAND, OREGON PUSAN, SOUTH KOREA LONGVIEW, OREGON

PORTLAND, OREGON
LONGVIEW, OREGON

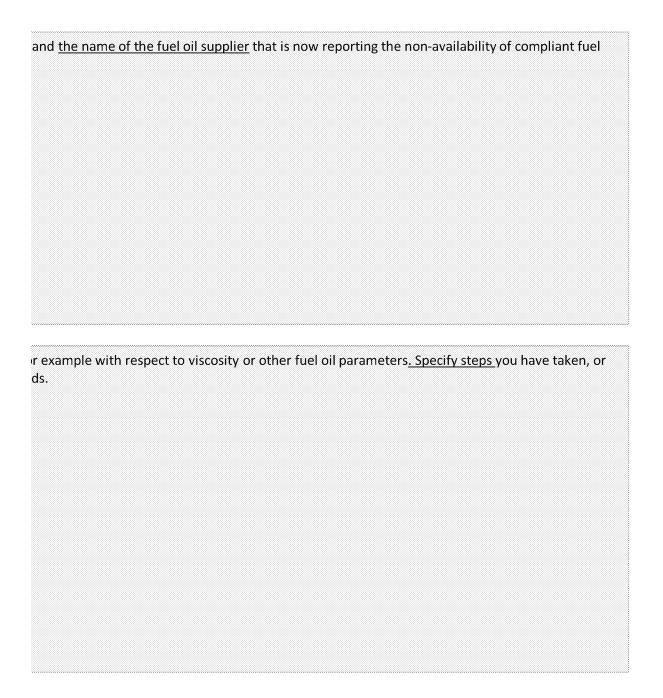
0.03% 2.42% <u>description</u> of all attempts that were made to locate alternative sources of compliant fuel oil, and <u>a</u> ended voyage;" fuel oil supply disruptions at port; etc. -availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted and M/E ADJUSTMENTS. DURING N.A. ECA ZONE TRANSIT BOUND TO PORTLAND, OREGON VSL WILL

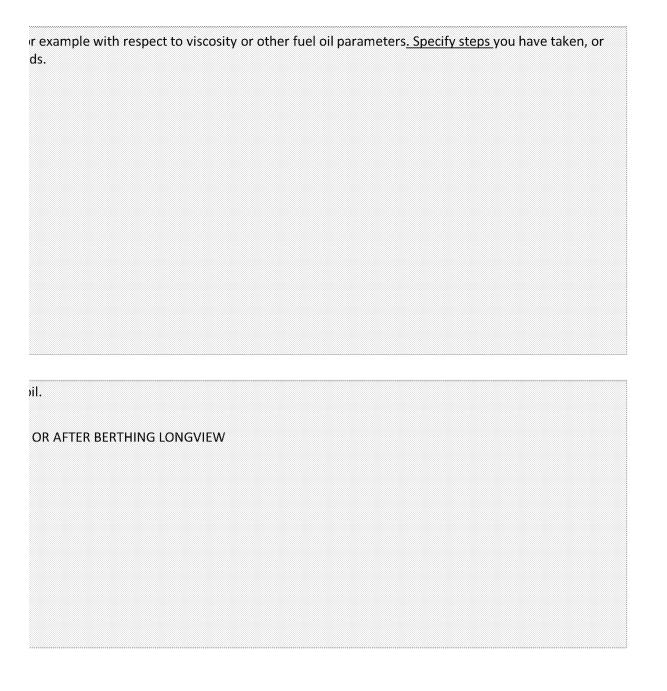
02-08-2016 8:00:00 AM

03/08/2016 agw wp uce 09/08/2016 agw wp uce

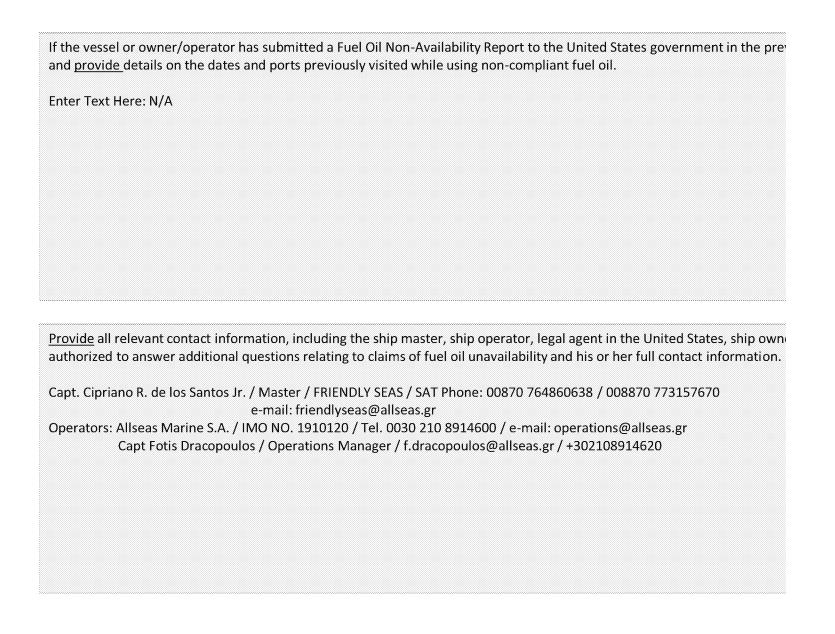
LAT 49 49.0N LONG 138 38.0W

6

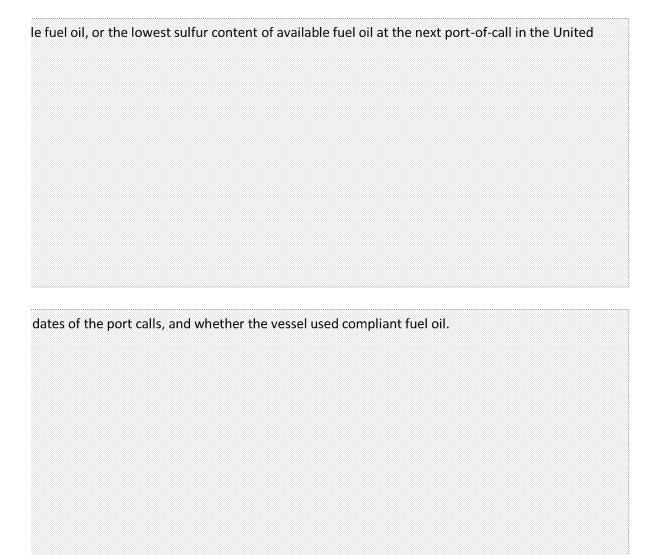


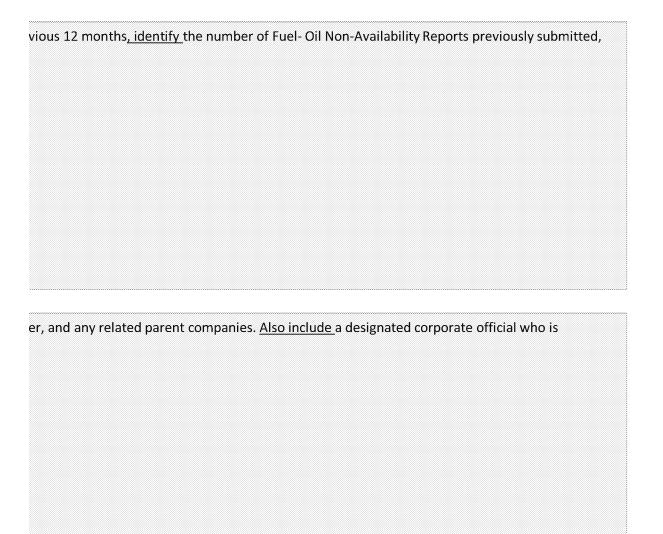


If compliant fuel oil is not availab States.	ole at the first port-of-call	in the United	States, <u>de</u>	scribe the	e lowest s	ulfur conter	nt of availab
Enter Text Here:							
If the constitution and the the	North Associate FCA is the	:17		tala alaa a			transport
If the vessel has operated in the	North American ECA in th	e prior 12 mo	nuis, <u>prov</u>	<u>iae</u> the n	ames or a	ii 0.5. ports	visited, the
Enter Text Here: PORTLAND , OR	EGON (CET T5 BERTH) - A	RR 25/07/201	6 2038H L	T - DEP 2	8/07/2016	5 1554H LT	



The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliable or following affirmation:
"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and be
false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."
Signed:
Capt. Cipriano R. de los Santos Jr. / Master
Authorized Company Representative





nly if the report is si	igned by an authorized re	epresentative of your con	npany and contains the
lief, true and comp	plete. I am aware that the	ere are significant penali	ties for knowingly submitting